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CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

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COUNTRY USSR (Krasnodarskiy Kray)

REPORT

SUBJECT Observations of Construction Activity and Naval Vessels in the Harbor of Novorossiysk

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1

REFERENCES

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

The following two reports, on observations at Novorossiysk

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Att. No. Subject

1

The report contains information on new construction and repair of port facilities and includes an annotated sketch map of the harbor.

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2

The observations include naval vessels and port facilities.

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Attachment No. 1

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Naval / Economic

Port of NOVOROSSISK

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2. A mooring buoy has been established in approximate position 113 degrees, $9\frac{1}{2}$ cables from the outer end of the Eastern Mole. This is naval property.
3. A boom, which was still under construction, lay off the village outside the mole on the Western shore of NOVOROSSISK BAY, immediately opposite the mooring buoy.
4. At night a single funnel escort vessel was anchored between the boom and the Western Mole and swept the harbour approaches with a searchlight.
5. A total of 5 single funnel, single masted escort vessels of 250 or less feet in length were sighted, three in the Timber Basin and two in the Eastern corner of the harbour. No other details were observed.
6. A bucket dredger was at work between the Western Mole and the Import Mole.
7. The Coasting Mole is still under repair, concrete blocks being fitted on the outer faces and the inside being filled with rubble.
8. At Pier No. 4 and the hulk extending it, four oil loading berths, two on either side, were continuously in use.
9. Thirty five ten thousand ton tankers are projected or under construction for the export of oil to the Mediterranean.
10. Two suction dredgers were at work between Nos. 4 and 3 Piers and the small craft basin at the root of No. 3, on the Western side, was used by naval launches.

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2.

11. At the root of Pier No. 2 a square quay with sides approximately 200ft in length has been built on the Western side, and there are two small warehouses on this.

12. Pier No. 2 has been extended to a length of approximately 640 ft. from the shore and the railway lines extend to the end. The space between Nos. 1 and 2 Piers is being filled in with rubble as a preliminary to the building of a broad mole. This will extend further to seaward than the end of Pier No. 3 and its proposed seaward limits are marked by two small buoys (see attached skeleton plan). The Western side of No. 2 Pier has ample water for a ship of 27 ft. draft. There are two (approximately 2½ ton lift) electric cranes on the pier.

13. No work is taking place on the two demolished piers to the East of No. 1 Pier.

14. Berth No. 20, on No. 3 Pier, is used by passenger ships on the Odessa - Sevastopol - Novorossisk - Batum service, which berth for a few hours at approximately 3 day intervals.

15. The gate at the end of Pier No. 2 was guarded by ratings, under the command of the Captain of the Port, wearing blues and with anchors on their fur hats.

16. The former Port Offices are now the headquarters of the Security Service (Greencaps). On the opposite (seaward) side of the road are the offices of Inflat.

17. The Stalin Club for Seamen, near No. 1 Pier, is to be demolished and new port offices will be built in its place.

18. The oil storage tanks to the North of No. 1 Pier are still in a damaged condition.

19. The grain loading installation on Pier No. 3 is being dismantled.

20. There were numerous small diesel shunting locomotives in the port area, and also a number of larger, oil fired steam locomotives.

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3.

21. Between a.m on 4th April and a.m [redacted] there was a Bora which blew, sometimes with hurricane force, from N.E to E.N.E.

22. The duration of the Bora is 3, 6 or 12 days, generally. Long term planning for the port has included consideration of building tunnels through the mountains on the Western shores of the Bay to "bleed" away the cold air whose accumulation gives rise to the Bora.

23. There are 3 large diesel tugs and approximately 12 smaller oil fired tugs in the port.

24. Few troops, other than Greencaps or ratings of the Captain of the Port's command, were seen.

25. No aircraft were sighted on clear days, but in cloudy weather jet aircraft were heard overhead. At night, red, green and white flares were observed to the West of Sudjuk Point.

26. At the seaward end of the Parizhskoy Kommuny was a storm warning and signal station. There were W/T masts on the roof of the Port offices near No. 2 Pier, and a meteorological station and signal station on the hills to the West of the town.

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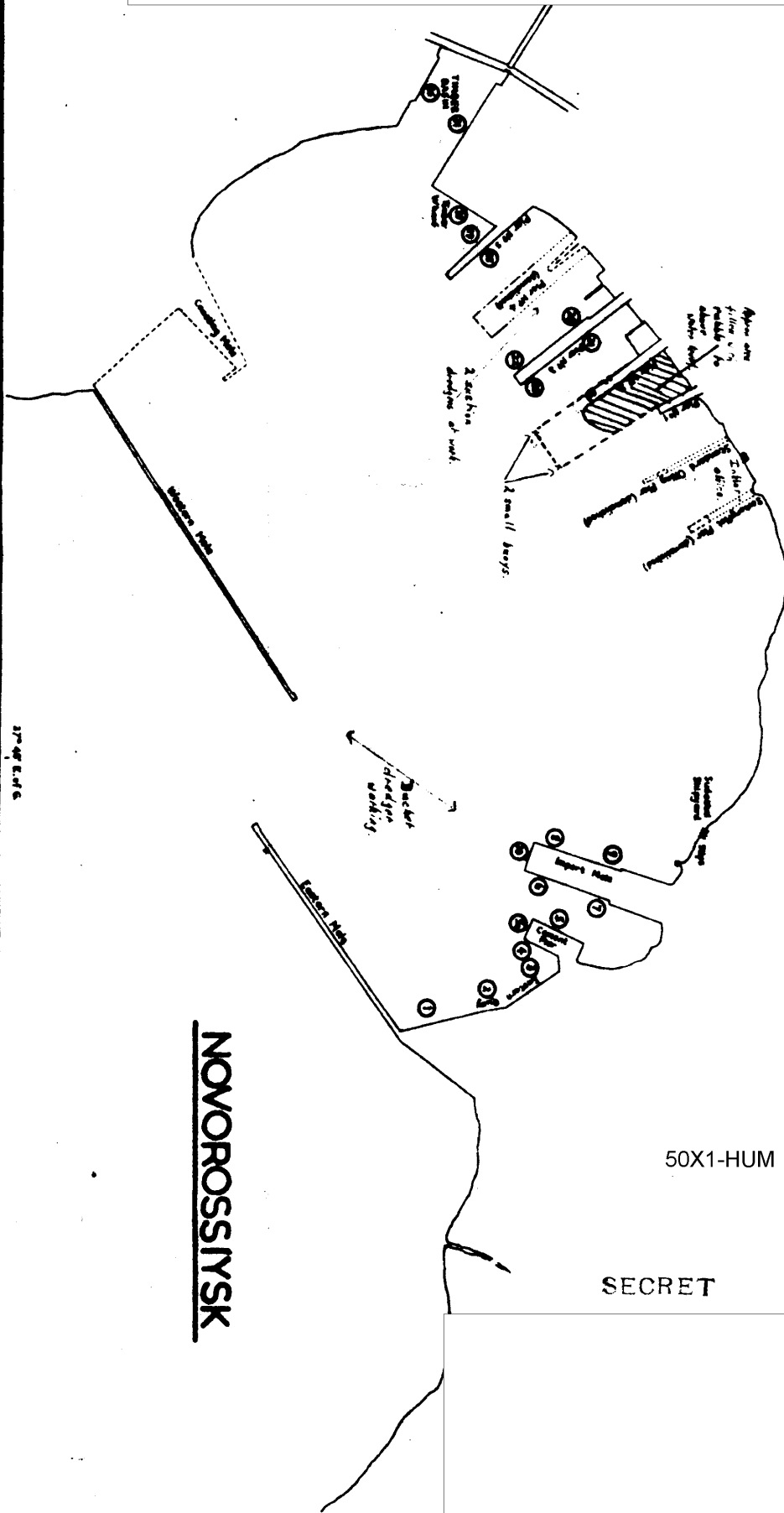
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Economic / Naval

NOVOROSSISK - Port Information and Naval Activity

Observations in the following report were made at NOVOROSSISK



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3. Two dredgers, one suction and one bucket, were at work on the shoal patch off Sudjuk Point.

4. A mooring buoy in approximate position 140° 7 cables from the end of the Eastern Mole was occupied at night by a small naval craft which swept the harbour entrance with a searchlight at intervals.

5. The following are details of the craft which occupied the buoy

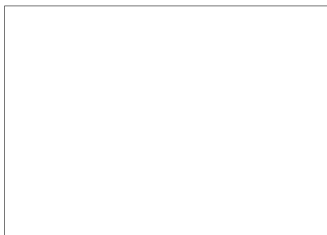


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H. Secured to a mooring buoy in position (approx) 140° 7 cables from the end of NOVOROSSISK Eastern Mole. Employed in searching the harbour approaches with a searchlight at intervals.

Y. Anchored 2 cables S.E of H.

D. Observed at dusk and dawn.



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[REDACTED]

S. Flush deck, M.T.B type hull.

T. One small gun (approximately 2 pounder) on foredeck.

A. -

R. Small scanner on foremast.

S. -

6. The following are details of a craft which was seen to enter harbour :

[REDACTED]

H. Entered Novorossisk Harbour from sea and proceeded to the timber basin.

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Y. At anchor 1 mile S.E of the harbour entrance.

D. Good visibility. Craft observed only from the quarter.

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[REDACTED]

L. 175 feet (estimate).

M. Vertical pole mast from bridge structure.

S. Flush deck, low freeboard, cruiser stern. Square bridge structure; square deckhouse aft.

T. No armament.

A. -

R. One scanner at masthead.

S. Five whip aerials from after deckhouse and two on far side of bridge superstructure.

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8. Ship berthed on the Western side of the Import Mole. Ahead (North East) lay a small coaster discharging a cargo of sand into a dump on the quay. This was being removed [REDACTED]

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9. The sheds on the mole are not used for discharged cargo. This is unloaded directly into trucks, of which there is no shortage.

10. Five cranes serve the Western side of the Import Mole. These are 50X1-HUM of about 10 tons capacity and all were similar in appearance.

11. Nothing was seen of slips to the West of the Import Mole. For 200 yards approx. from the root of the latter a quay wall had been built and alongside this barges with grab cranes discharged sand. When empty the barges were towed out of harbour by tugs.

12. Inside the Eastern Mole was a floating dock, which contained a merchant ship of about 6,000 tons gross.

13. There are three floating cranes in the port, the heaviest having a lifting capacity of 250 metric tons.

14. Prices quoted for fuel were : -

Light fuel oil	₹ 19 per metric ton	50X1-HUM
Heavy fuel oil	₹ 13 per metric ton	
Diesel oil	₹ 27 per metric ton.	

15. Approximately 500 ft. to seaward of the Eastern Mole was a line of five small round buoys laid equidistant from one another and parallel to the mole. A number of larger buoys were seen close inshore off the village to seaward of the Western Mole.

16. To the West of the Bay on a peak [redacted] 50X1-HUM
[redacted] was a very large lattice radar reflector. This was 50X1-HUM
not seen to rotate, but faced approximately 075 degrees.

17. Half a mile East of the above were a number of huts which appeared, 50X1-HUM
from their disposition, to be army property. In this vicinity a light

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4.

(i.e about 2 seater) monoplane was seen to land.

18. Two searchlights were observed to be active at night searching the bay, one from a position close North of the old Turkish Fort and the second approximately $\frac{1}{2}$ mile northwards along the shore from Penai Point.

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